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Historic Rainbow Bridge on Idaho 55 was completed in 1933. Major repairs on the bridge began in 2006 and should be complete in 2007.

Introduction

At a time when transportation officials nationwide celebrated the 50th year of the interstate highway system, economic pressures and aging infrastructures brought a realization that the system has not kept pace with demands.

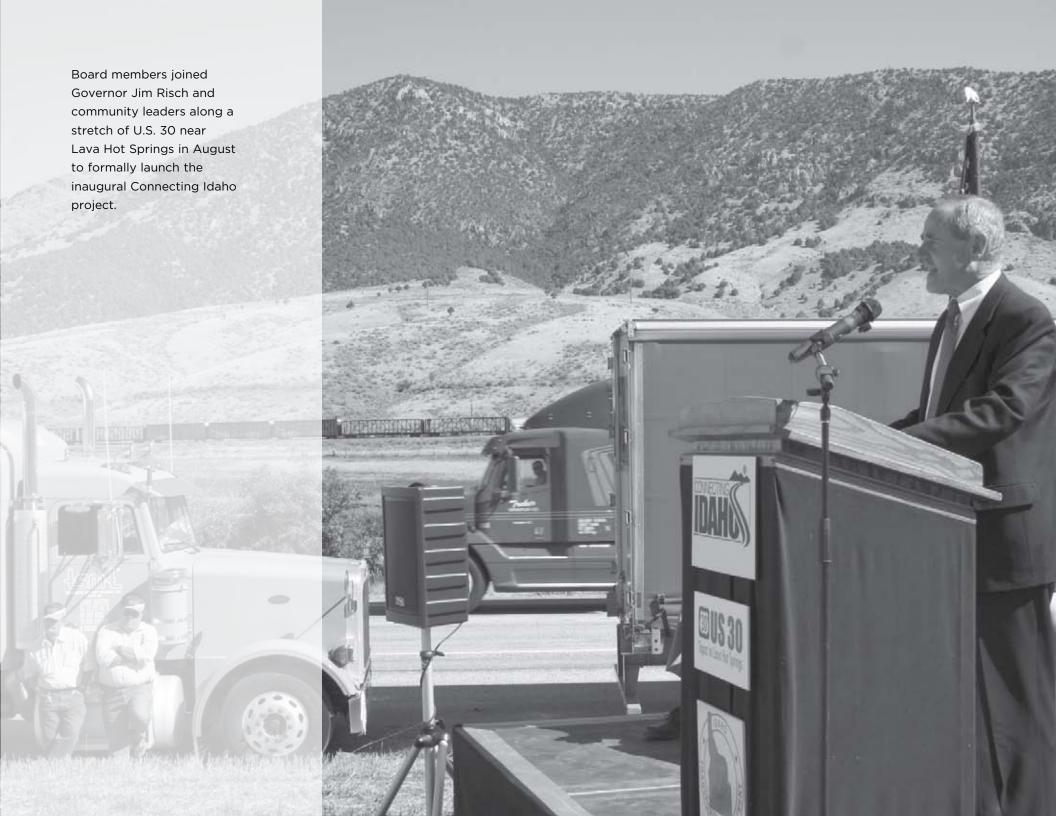
Perhaps 2006 will be remembered as an awakening for transportation, nationally and in Idaho.

Congestion, highway safety, public transportation, the economy and the environment – and, perhaps most notably – transportation funding, have emerged as pressing concerns. From California to New Jersey – and in Idaho – transportation officials ponder the need to rebuild and expand interstates and improve state and local highways, roads and bridges. At the same time, there is growing need to provide security at airports, on public transit systems and on highways. Those demands raced to the forefront along with gasoline prices that surpassed \$3 a gallon and rampant inflation in highway construction materials – steel, concrete, asphalt and oil.

Idaho's transportation leaders recognized the emerging trend before the new year dawned. They already had commissioned a comprehensive study of transportation needs and asked a cross-section of state and community leaders to identify possible funding solutions. The Forum on Transportation Investment concluded with a detailed assessment of Idaho's needs and identified potential answers to the funding dilemma. The forum's report was presented by the Idaho Transportation Board in a series of meetings statewide that gathered public input. From Coeur d'Alene to Pocatello, Idaho citizens weighed in on the transportation needs and responded to a menu of funding alternatives.

After careful consideration of the report and extensive public response, the transportation board conceived a plan to generate new revenue and begin the process of addressing an estimated \$200 million of unmet annual demands on Idaho's transportation system. The proposed solution includes increases in licenses and fees and creation of a 7 percent highway preservation fuel tax to the wholesale price. The board recommended that Idaho's fuel tax, which is 25 cents per gallon and ranks 21st nationally, remain unchanged.

One of the funding alternatives identified in a prelude to the Forum on Transportation Investment was implemented during 2006 – Connecting Idaho, a highway construction program based on GARVEE (Grant Anticipation Revenue Vehicle) funding. Already used in more than a dozen other states, the bonding program gained approval of the Idaho Legislature in 2005, and the first round of funding was authorized by lawmakers in 2006. They authorized the transportation board to sell \$200 million in revenue bonds, to be repaid by future federal highway funds, so high priority construction projects could be expedited.



Former Governor Dirk Kempthorne signed legislation authorizing the sale of GARVEE bonds during an April ceremony near Interstate 84 in Nampa. In July, the transportation board authorized the signing of a contract with Connecting Idaho Partners, a joint effort of Washington Group International and CH2M HILL, to begin the first phase of the program.

Board members joined Governor Jim Risch and community leaders along a stretch of U.S. 30 near Lava Hot Springs in August to formally launch the inaugural Connecting Idaho project – U.S. 30 Topaz to Lava Hot Springs. The first phase of the project includes construction of 3.5 miles of four-lane highway from Topaz to Lava Hot Springs. The overall corridor plan for U.S. 30 between McCammon and Lava Hot Springs includes an additional 2.9 miles of four-lane highway, a new Topaz Bridge and two bridges over the Portneuf River.

The year 2006 also will be remembered as one of significant transition for Idaho transportation.

It began in June when the chairman of the transportation board for the past 10 years left the board; former legislative leader and respected business leader Frank Bruneel of McCall assumed the position at the invitation of Governor Jim Risch. Also in mid-year the director of the transportation department formally retired, prompting board members to invite former Director Dwight Bower to serve in an interim capacity. Respected nationally among his transportation peers and experienced with the legislative process, Bower presided over preparation of the department's 2007-08 budget request and its presentation to the 2007 Idaho Legislature. In January 2007, he relinquished that responsibility to Pamela Lowe, who was selected to become the new permanent director.

Lowe, a former district engineer and manager of the Division of Motor Vehicles, returned to the department to become deputy director, a four-month tenure that led to her selection as director. Acceptance of the position leaves the deputy director position vacant.

Newly elected Governor C.L. "Butch" Otter in late December appointed retired Idaho Air National Guard General Darrell V Manning to serve as the new chairman of the Idaho Transportation Board. A former Idaho Legislator, Manning was Director of the Idaho Department of Aeronautics until it was combined with the Department of Highways to become the Idaho Transportation Department in 1974. He continued as director of the transportation department until January 1985 when then-Governor John Evans appointed him Adjutant General of the State of Idaho.

Alan Frew was appointed administrator of the Division of Motor Vehicles, Matthew Moore was promoted to administrator of the Division of Planning and Programming and a December retirement left the Division of Aeronautics without an administrator. Susan Simmons, administrator of the Division of Administration, assumed the Aeronautics leadership role on an interim basis while the search began for a permanent replacement.

REVENUE

Idaho transportation officials recognized a disconcerting trend long before it arrived across the nation – the cumulative effects of unprecedented growth and associated demands, rampant inflation in the transportation industry, rising costs of doing business, and flattening revenues. Because of those driving forces, Idaho transportation officials face the significant challenge of meeting increasing demands with limited resources.

The first step in confronting that funding dilemma was the creation in 2004 of a comprehensive, statewide discussion of long-term demands and anticipated resources. The Forum on Transportation Investment was composed of individuals who represented diverse interests and backgrounds – including public agencies, transportation service providers, stakeholders and elected officials. They actively engaged in discussions about the future of transportation in Idaho, both in terms of demand and resources.

A 17-month process that included meetings in every region of Idaho produced a set of sound conclusions and farsighted recommendations. The forum's report addressed the projected shortfall from a policy perspective while identifying measures that can be implemented in the coming fiscal year. The Idaho Transportation Board presented the conclusions and recommendations that emerged from the forum during a second round of statewide meetings in 2006 to secure public responses. That public input was the foundation for a comprehensive revenue plan that will be forwarded to the governor and Idaho Legislature to consider in 2007.

Driving Forces Behind the Dilemma

System faces growth demands: Idaho is the third-fastest growing state in the country. The population is expected to grow by 58 percent between 2000 and 2030; unemployment is at an all-time low; creation of new jobs is among the highest in the nation. The result will be increased traffic volume – more cars, trucks and drivers on Idaho highways – and a corresponding increase in demand on Idaho's transportation infrastructure, including highways and bridges.

Inflation leads to higher costs: The cost of maintaining and expanding Idaho's transportation system to meet the unprecedented growth continues to escalate – at a rate that exceeds available resources. The price of concrete, steel, asphalt and petroleum increased an average of 14 percent in 2006; the previous year costs increased an average of 11 percent. The price of fuel – gasoline and diesel – increased 34 percent from August 2005 to August 2006.

During a two-year period, the cost of concrete for bridges in northern Idaho increased by 163 percent, from \$298 per cubic yard on the South Fork Palouse River Bridge in 2003 to \$784 per cubic yard on the Lower Moyie Bridge in 2005. Asphalt

for a segment of Interstate-84 near Boise cost \$152 per ton; in 2006, the cost increased to \$450 per ton for a segment near Caldwell, a 196 percent overall increase. Aggregate for a highway base in Cassia County cost \$7.07 per ton in 2003; two years later it cost \$14.32 per ton for a project in Twin Falls.

Those increases impact department budgets and services to Idaho motorists, such as snow removal and treatment, spring and summer maintenance activities and other related operations. Rising petroleum costs contribute to increased prices of herbicides and pesticides, pavement markers and oil for operating equipment.

Operational costs rising: Perhaps less visible to motorists, but just as pronounced in the budget dilemma are the rapidly escalating costs of conducting normal business operations, from salaries to supplies and services. The costs of fuel and highway materials are projected to increase 202 percent between 2000 and 2008. During the same period, the cost of providing health insurance for employees is expected to rise 151 percent, salaries and benefits will climb approximately 79 percent, technology costs will increase 43 percent and utilities will go up 29 percent.

Revenue is not keeping pace: Revenue for Idaho's general fund has increased 75 percent since 1998; in contrast, funds to the Highway Distribution Account - the department's largest source of state revenue - have risen just 15 percent. Clearly, revenue is not keeping pace with inflation.

Idaho's fuel tax remains at 25 cents, unchanged since 1996: The current fuel tax level represents the longest period without an increase since 1965. Idaho's tax ranks 21st among all states. New York leads the nation at 45.13 cents per gallon. The base cost of registering a car in Idaho has not increased since 1997 and ranges from \$24 to \$48, depending on the age of the vehicle. Idaho's vehicle registration fees rank 30th nationally, based on \$48 to register a 2006 Toyota Camry. Registering a similar vehicle in Maine, the nation's leader, costs \$435.

Idahoans continue to move toward more fuel-efficient vehicles, further widening the gap between revenue and demand and limiting the department's ability to make system improvements.

Growth-demand gap widens: More drivers and more vehicles use Idaho's transportation department than ever before. Yet, there has been no corresponding growth in state resources to operate the system. Growth simply is not paying for demand.

Since 1978, Idaho has experienced a 94 percent increase in the annual vehicle miles traveled. Yet, fuel consumption – the largest source of state revenue – increased just 49 percent. The rate of fuel consumption is growing at approximately half the rate of vehicle miles traveled the past 28 years.

Federal revenue: The federal gasoline tax – currently at 18.3 cents per gallon – has not increased since 1993, leading to a steady drawdown of the surplus balance in the Federal Highway Trust Fund. Current revenue projections for 2006 through 2011 to the Highway Trust Fund average about \$35.8 billion annually, but average projected expenditures from the fund are approximately \$39.6 billion annually, a yearly drawdown of about \$3.8 billion.

The federal trust fund cannot support the current projected level of spending without an increase in federal fuel taxes.

Once the Highway Trust Fund surplus balance is depleted – most likely in 2009 – expenditures from the fund will be limited to the level of annual revenue added to the fund. This would result in a decrease in anticipated federal highway funding to Idaho of 5 to 10 percent in FY 2010.

Statewide Forum Identifies Options

These driving forces make it more difficult for the transportation department to meet the demands of a rapidly growing economy. The Forum on Transportation Investment was created to address those challenges, explains former Idaho Legislator Jim Kempton, co-chairman of the statewide effort. "Solutions are needed now. Ignoring transportation investment problems poorly situates the state for dealing with a growing population and unprecedented construction costs that are occurring now, and that will only increase over the next decade."

Transportation Board Forwards Revenue Plan

After considering extensive public input and the conclusions and recommendations of the forum, the Idaho Transportation Board prepared a revenue proposal for consideration by the governor and the 2007 Idaho Legislature. They will be asked to invest in the future of Idaho's transportation system by authorizing the following revenue plan:

- Implement a 7 percent highway preservation fuel tax to the wholesale price
- Increase vehicle registration fees
- Eliminate the state ethanol exemption
- Add a rental car fee to be dedicated to the transportation system
- Increase permit fees
- Increase fees for transportation department services
- Share impact fees from the state's growth in development

The chart below details the funding proposal and the anticipated revenue it would generate.

Idaho Transportation Board Funding Recommendations (dollars in millions and rounded)				
Source	Increase	Revenue Generated		
Implement a 7% highway preservation fuel tax		\$108.3		
Increase vehicle registration fees	75%	\$70.5		
Eliminate ethanol exemption		\$.9		
Add rental car fee and dedicated to the trans. system		\$1.0		
Increase permit fees	75%	\$2.3		
Increase fees for transportation department services	75%	\$13.1		
Share impact fees		\$7.0		
Total		\$203.1		

Variety of Funding Sources Operate the System

The transportation department's funding comes from federal, state and local taxes, and fees. Funding is based on projected federal and state revenues and appropriations by the Idaho Legislature. The available revenues are allocated to six major areas: highways, motor vehicles, planning and programming, aeronautics, public transportation and administration.

Highway Distribution Account

The major source of state funds for all road and street jurisdictions (state, county, highway district and city) is the Highway Distribution Account (HDA). Funds deposited into the account are collected from a number of sources and are distributed according to Idaho law.

Gasoline and special fuel taxes are collected by the Idaho Tax Commission and are deposited into the account. Idaho's fuel tax is 25 cents per gallon. Similarly, taxes on special fuels, such as diesel and propane, also are deposited into the account.

Another major source of revenue to the HDA is vehicle registrations. The registration fee for passenger cars in Idaho is based on the age of the vehicle. Car owners pay fees according to the following schedule:

Vehicles 1 or 2 years old \$48 Vehicles 3 to 6 years old \$36 Vehicles older than 6 years \$24

Local governments and special service providers, such as medical services and county highway districts, may add other fees to the vehicle license costs.

Trucks weighing 8,000 to 60,000 pounds (gross vehicle weight) pay registration based on weight group and type of operation. Trucks with more than 60,000 pounds GVW pay a single registration fee calculated by truck weight and mileage group. Those funds also are deposited into the account.

Miscellaneous Fees

Other revenue is derived from license plate fees (including personalized and specialty plates), driver licenses and fines. Combined, these fees represent a small percentage of the total account.

State Highway Account Funds Projects

Revenue from the highway account for the maintenance, repair and construction of Idaho's transportation system is deposited into the state highway account for department use. The department receives approximately 57 percent of the highway account revenue after the deductions are made. The remaining funds are dispersed among city, county and highway district jurisdictions and the Idaho State Police. Revenue from sources such as permits and licenses is deposited directly into the state highway account for use by the transportation department. Those "other funds" constitute approximately 10-12 percent of the total state revenue deposited into the state highway account.

Federal Funds are Critical

The other major funding source for Idaho highways is the Federal Highway Trust Fund. Those funds are authorized to Idaho for highway construction, planning, safety and other uses on a project-by-project basis.

Authorized funds are subject to caps and "holdbacks" at the federal level. Idaho is authorized to spend a percentage of its allocated funds every fiscal year. This percentage or "obligational" authority for FY 06 was approximately 86 percent. Major funding categories include: national highway system, surface transportation program, interstate maintenance, emergency relief, forest highways, bridges, congestion mitigation and air quality, and transportation enhancements.

Other sources provide funds to promote public safety campaigns and Safe Routes to Schools and are used to improve Scenic Byways, build recreational trails and enhance state highways at the entrances to Idaho cities and communities.





WRONG WAY

The Connecting Idaho program includes widening of the congested westbound off-ramp at the Interstate 84/Idaho 55 (Eagle) Interchange.

CONNECTING IDAHO

The Idaho Legislature took an important first step in addressing the mounting infrastructure demands on the state transportation system in 2005 when it approved a new, alternative funding source to complete construction projects in key corridors.

Connecting Idaho is an ambitious program to expedite construction projects that normally would have taken three decades to complete into less than 10 years. The Legislature approved the concept in 2005 and granted the authority to issue bonds to fund the first year of the program during the 2006 session.

Under the auspices of the Idaho Housing and Finance Association, \$200 million in bonds were issued in May, clearing the way for the beginning of the first Connecting Idaho project - U.S. 30, McCammon to Lava Hot Springs - in August. Preliminary engineering work also began in the fall of 2006 to improve and expand Interstate 84 from the Meridian Interchange to Caldwell.

The Connecting Idaho program is not new money but instead is based on innovative financing – GARVEE bonding (Grant Anticipation Revenue Vehicles) that leverages future federal transportation funds to repay the bonds. The premise is that interest on those bonds will be less than future inflation, and that projects built today will start saving lives today by making Idaho's highways safer and more efficient.



Projects initiated in 2006 constitute a strong beginning, but they are just a beginning, agree members of the transportation board. Their vision is to continue the momentum through future allocations. In September 2006 the board approved a four-year Connecting Idaho proposal, totaling \$998 million in bonding, based on annual allocations of about \$200 million.

To receive the highest bond rating and the lowest possible interest rate, the transportation board decided to recommend a total bond not to exceed \$998 million.

Funds would be used to improve seven major transportation corridors: U.S. 95, WYOMING AVENUE (GARWOOD) TO SAGLE

- · Complete the environmental documentation and final decision for an alternative on U.S. 95 from Garwood to Sagle
- · Purchase right-of-way for the segment from Wyoming Avenue to Athol, and for the Sagle area
- Construct an interchange at Lancaster and two miles of four-lane divided highway from Wyoming Avenue to Sagle
- Construct 6.7 miles of four lanes in the Chilco area
- Construct six miles of four-lane divided highway in the Athol area

U.S. 95. WORLEY TO SETTERS

· Reconstruct 4.2 miles north of Worley to a four-lane divided highway and an interchange at Idaho 58

IDAHO 16, I-84 TO SOUTH EMMETT

· Complete the preliminary engineering and environmental study to extend Idaho 16 from Idaho 44 to I-84

I-84, MERIDIAN TO CALDWELL

- · Complete the design, right-of-way purchase and construction of the Ten Mile Interchange
- Widen the Eagle Road westbound off-ramp
- Complete the preliminary design and environmental study for the long-term vision of I-84 from Five Mile Road to the junction of Idaho 44
- Complete the design, environmental study and construction of a third lane on east- and westbound I-84 from the Garrity Interchange to the Meridian Interchange
- Replace the existing overpasses at Black Cat Road and Robinson Road
- Complete the design, environmental study and construction of a third lane on east- and westbound I-84 from the Franklin Interchange to the Garrity Interchange
- · Widen the Garrity Interchange mainline bridges to allow for the third lane addition both east- and westbound

I-84, ORCHARD TO ISAACS CANYON

- · Construct sound walls along I-84 from Cole Road to Broadway Avenue
- Resurface the existing two lanes along I-84 from east of Cole Road to Isaacs Canyon
- · Construct a third east- and westbound lane on I-84 from east of Cole Road to Broadway Avenue
- Reconstruct Orchard Street Interchange
- Reconstruct Vista Avenue Interchange

U.S. 30, McCAMMON TO LAVA HOT SPRINGS

- Construct 3.5 miles of four lanes from Topaz to Lava Hot Springs (began 2006)
- Construct 0.9 miles of four-lane highway including the Topaz bridge
- Construct 1.9 miles of four-lane highway and two bridges over the Portneuf River

U.S. 93, TWIN FALLS ALTERNATE ROUTE

• Complete Twin Falls Alternate Route constructing 5.25 miles of highway from Grandview to the intersection of U.S. 30 and U.S. 93

DEPARTMENT HIGHLIGHTS

The transportation department made significant strides in its ongoing effort to respond to the needs of Idahoans in a timely, efficient manner in 2006. Several of its major improvements relate to the use and growth of technology.

Technology Transition

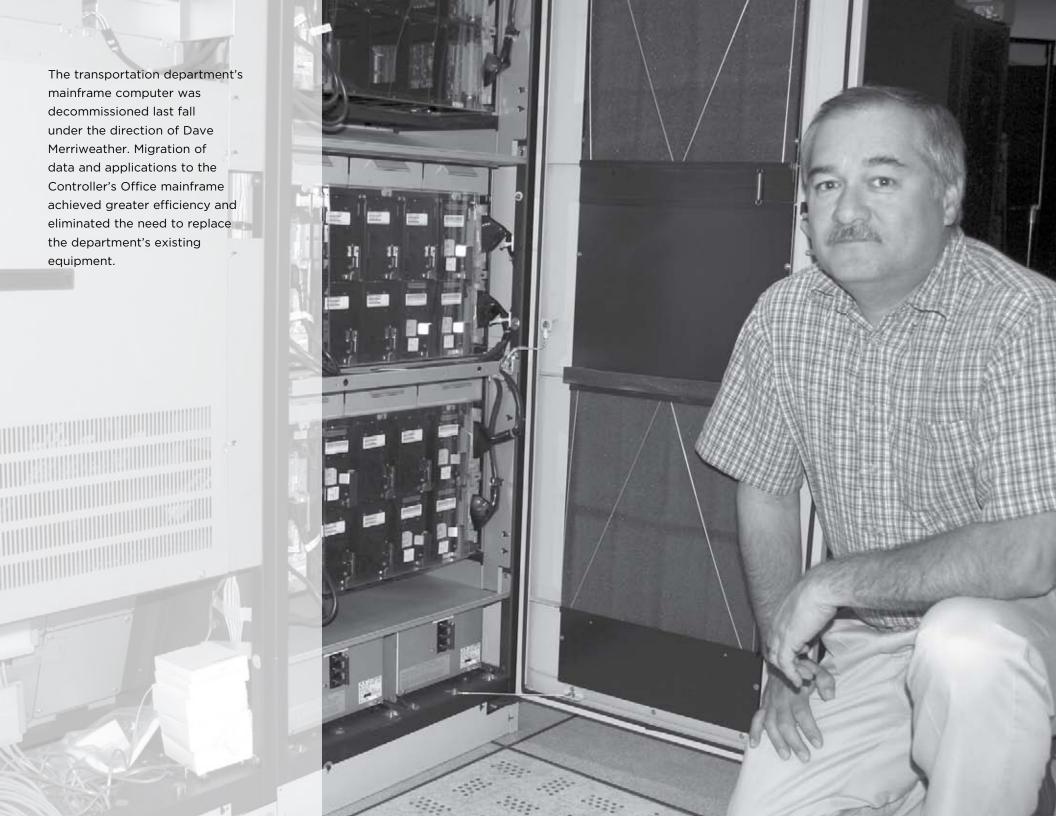
The transportation department is expected to invest more than \$13 million in technology projects during the current fiscal year. Coordinating the allocation of those resources requires a well-conceived and consistently implemented plan. Two years ago the department embarked on a major restructuring of its technology program to ensure that annual investments are made efficiently and maximize available resources. The technology transition process was completed in 2006, resulting in a systematic approach that involves a cross-section of personnel in planning and decision-making.

Central to the redesigned process is the Technology Investment Program (TIP) that brings a formalized, structured and integrated process to resource allocation. The TIP parallels the Statewide Transportation Improvement Program, an extensive five-year planning process used by the Division of Highways to prioritize construction projects. The TIP moves technology decisions from what had been the Information Technology section to the Division of Planning and Programming and involves an interdisciplinary approach to investments.

All requests for technology projects follow a clearly outlined process that begin with a formal application, project abstract, and input from the transportation department's Budget Council, the Information Technology Leadership Team and the TIP manager. Decisions are based on the department's Information Strategic Plan and System Investment Plan.

The TIP is a more detailed process than used previously and ensures that proposals are well conceived and that impacts on the department – both in terms of budget and personnel – are carefully considered early in the planning process. The evolving process makes technology investments more efficient and helps the department realize how much is invested in technology and where that investment is spent.

Restructuring of the technology programs led to creation in 2006 of an Information Technology Project Management Office that assists with the delivery of technology-related projects. The office manages projects sponsored by Corporate Information Technology and provides support for business units that have technology components.



Among the key technology projects completed in 2006 were:

- Replacement of backup computer servers in all six transportation districts to ensure standardization across the districts and creation of a server replacement schedule
- Introduction of Virtual Machine software that enables operations of independent, stand-alone services to be combined on a single server
- Standardization of computer server configurations to maximize data storage and assure continued technical support throughout the server's life-expectancy
- Migration of the department's mainframe contents and functions from its Boise Headquarters to the State Controller's Office. The new partnership with the Controller's Office eliminated the impending need to replace the department's mainframe while taking advantage of unused space on the State Controller's mainframe.
- Introduction of a department-wide Computer Aided Design and Drafting (CADD) program that provides continuity among project designers and allows the transportation department to upgrade its design capabilities to match that which is commonly used in the private sector. The new CADD work stations and applications also enabled the department to introduce an electronic bidding process on construction projects.
- Increased emphasis on computer security, including new standards for sending and receiving e-mail messages and a new e-mail address structure

Financial Management System

The transportation department's conversion to a new financial, procurement and payroll system reached a major milestone early in 2006 when the first group of employees began using the new ITD Advantage to enter and process timesheets electronically. By early spring, most of the department's employees were successfully entering their time and attendance records electronically, eliminating the need for complex paper forms.

The Human Resources portion of the project went live late in 2005. ITD Advantage added a financial component that enables the efficient processing of purchases and payments in February.

DMV Modernization

The transportation department embarked on a multi-year phased implementation to modernize essential services provided by the Division of Motor Vehicles to county licensing offices and drivers throughout the state. The modernization project will improve a range of DMV services including vehicle registration and titling, driver's licenses and commercial vehicles, the Division of Aeronautics and Idaho's ports of entry.

The project encompasses seven major components:

- Program improvements that address the REAL-ID Act
- Infrastructure improvements
- Embedded sticker/registration
- Automated driver's license testing
- Document management
- Digital license plates
- Wireless Internet at Idaho's ports of entry

The strategy is based on the concept of one person and one record to improve public convenience and security. The process will emphasize private and public partnerships.

The present DMV system has been operating nearly 25 years and has long outlived its practical expectations. Technical support is no longer available outside of the department's own expertise. The age of the system contributes to service delays and diminishing efficiency at county licensing offices.

The transportation department contracted with an independent consultant to recommend appropriate technology options, staff and fiscal resource needs and an implementation strategy. Although the modernization project is expected to take approximately seven years to complete, the strategy is to incorporate major improvements about every six to eight months, beginning with the introduction of computer-based knowledge tests for driver's license applicants. Computer terminals were installed at 19 county locations in Idaho in the fall of 2006. The remaining 80 sites are scheduled for new testing kiosks in the spring of 2007. Computerized exams offer applicants convenience and instant test results. They save administrative costs at county offices and reduce the risk of fraud.

DMV Modernization will include the introduction of digital license plates, for both commercial and passenger vehicles, by mid-2007. Digitally produced license plates will replace the familiar embossed plates and will significantly reduce the inventory required of Correctional Industries that produces the plates.

Digital plates will result in the issuing of all special-interest and special-eligibility license plates through an "on-demand" production process directly from Correctional Industries to the customer, eliminating the need for county offices to maintain an inventory of Idaho's array of special-interest plates. The new process also will better utilize inventory control to maintain both minimum and maximum levels of standard-issue license plates in each county and will reduce capital investment in excess inventories.

The transition to new, more detail-oriented license plates should be completed by the end of 2007.

Funding for the first year of the modernization project was provided as part of a \$2.3 million grant from the federal Department of Homeland Security and two \$500,000 grants from the Federal Motor Carrier Safety Administration. Phase I of the modernization project, targeted for completion by mid-2008, is projected to cost about \$4.5 million.

511 Traveler Services System

Idaho became the 22nd state to participate in a national network that provides information about road and weather conditions, tourist opportunities and other travel-related questions. The Federal Communications Commission allocated a three-digit telephone number to expedite access to travel information. The intent of the Federal Highway Administration is to create a seamless national network in all contiguous states.

Introduced in November 2005, Idaho's system received its first major test during winter snowstorms that challenged drivers in December 2005 and January 2006. During those months, more than 165,000 telephone calls were placed to the Idaho system. A companion site on the department's Web was accessed nearly 1.7 million times. In its first year of operation, 328,095 calls were placed, and more than 3.9 million Web accesses were recorded.

The system uses emerging technology to convey current highway and weather conditions to motorists. Travelers can log onto the Web site at 511.idaho.gov or access the statewide telephone reporting system by calling 511. Information is available 24 hours a day about road closures, highways and weather conditions, mountain passes and the interstate system. Information is updated twice daily or anytime significant changes occur in travel conditions.

The transportation department committed an additional \$210,000 in 2006 for program enhancements that make reporting and retrieving information even easier and more efficient. Many of the improvements occurred behind the scenes such as training for snowplow operators and data entry operators to assure accuracy and timeliness of reports. Other advances in the past year enable commercial vehicle operators to locate emergency escape ramp locations through the Web site and access to information about over-legal restrictions.

In early 2007, an automated instant notification of road closures and incidents will be added to provide direct information to the news media and public agencies. Other pending enhancements anticipated in 2007 include: improved location descriptions based on specific highway segments – a process being adopted by some other 511 coalition states – and the introduction of text-to-speech capabilities that replicate written reports and eliminate the use of recorded telephone responses.

Use of Idaho's 511 Traveler Services system is expected to grow exponentially as travelers become more familiar with its capabilities and understand its potential as a safety and planning tool. The department is committed to grow the 511 Traveler Services system as new technology becomes available.

Toward Zero Deaths

The transportation department and a coalition of public and private partners took a campaign to eliminate deaths on Idaho's highways to the state Capitol in August. A news conference on the Capitol steps emphasized the use of seat belts as the most effective tool in achieving the goal "Toward Zero Deaths."

Law enforcement representatives along with the Automobile Association of America's Idaho-Oregon office, co-chairmen of the new Idaho Seat Belt Coalition and transportation department representatives participated in the event. Creation of the seat belt coalition is an important milestone that marks the most inclusive effort to date in the drive to improve safety on Idaho highways and roads.

The inaugural Toward Zero Deaths summit, held in 2005, identified occupant restraint as the first among 10 areas of emphasis. Others include campaigns against aggressive drivers and impaired drivers, improved programs for youthful and mature drivers, services for commercial vehicles, improved emergency medical services and safety at railroad/highway crossings.

The seat belt coalition includes more than 170 individuals and representatives of government agencies, businesses, hospitals and medical centers and non-profit organizations throughout Idaho.

In 2005, the last year for which complete results are available, 126 Idahoans were killed and another 452 were seriously injured in motor vehicle crashes because they were not wearing a seat belt. Unrestrained passengers and drivers make up 60 percent of those killed in Idaho crashes. The coalition's goal is to achieve 100 percent use of seat belts in Idaho as a major step in the march Toward Zero Deaths.

Environmental Stewardship

The highways and bridges that connect Idaho's diverse geography traverse some of the world's most pristine rivers and lakes, ascend majestic mountains and bisect fertile agricultural fields and native forests. These natural amenities attract millions of visitors each year and make Idaho the third-fastest growing state in the nation. Preserving and protecting the environment in which the transportation system operates is a fundamental priority.

As caretakers and guardians of that public trust, the department is committed to preserving the natural environment by minimizing the impact of construction projects and maintenance activities. The department adheres to rigid requirements



of federal agencies, from the Clean Water and the Clean Air acts to the Endangered Species and National Historic Preservation acts, all of which set compliance standards.

The transportation department collaborated with nearly a dozen other agencies and private organizations in 2006 to improve safe passage of internationally renowned Yellowstone Cutthroat Trout and other species below Idaho 87. The project included the replacement of two culverts with a new bridge in the pristine Henry's Lake area of eastern Idaho. The showcase project won a national award from the American Council of Engineering Companies and was featured in the Road Builder's clinic in the spring of 2006.



A new bridge was constructed on Idaho 87 to replace culverts that were impeding the migration of Yellowstone Cutthroat Trout.

Other significant environmental preservation/protection projects included:

- · Archaeological documentation during preliminary work on the Sand Creek Byway near Sandpoint
- Protection of Spalding's Catchfly, a plant listed as threatened that was encountered during work on expansion of U.S. 95 near Genesee
- Wetland development and protection in the Sawtooth National Forest, in cooperation with the Idaho Department of Parks and Recreation and the U.S. Army Corps of Engineers
- · Restoration of riparian areas on Thomas Fork Creek in the Bear Lake region of southeast Idaho
- Protection of a number of historically and culturally significant treasures encountered during expansion of U.S. 91
 near Preston

Context sensitive solutions:

Idaho's transportation system – a network that connects people, communities and regions – is one of many that defines the state's character and shapes its evolution. Transportation planning and development increasingly incorporate the priorities of its users with a commitment to preserve Idaho's rich history, geographic and cultural diversity and economic prosperity. All function together to make Idaho unique and attractive.

The transportation department has embraced the use of context sensitive solutions (CSS) as a strategy for maintaining Idaho's quality of life while providing mobility. Transportation partners will explore new methods to coordinate planning and multimodal corridor preservation. The principles of Idaho's CSS vision include: 1) Meet the mobility needs of Idahoans; 2) Be compatible with the environment; 3) Be flexible and responsive; and 4) Be an asset to the communities.

Context sensitive solutions use collaborative planning, stakeholder involvement, environmental consciousness and appreciation, coupled with natural designs, to find transportation solutions that become sustainable within funding parameters. Considerations include compatibility with the environment, preservation of community assets, and flexibility and responsiveness.

The approach adds value to the planning process by helping to identify and work with stakeholders to develop projects that are compatible within their context. The use of context sensitive solutions does not ensure unanimity among stakeholders, nor does it eliminate the department's responsibility to exercise sound engineering judgment in balancing tradeoffs.

A Context Sensitive Solutions Guide developed in 2006 outlines the department's commitment. The guide is available on the Internet at *itd.idaho.gov* and can be found under Planning.

DIVISION HIGHLIGHTS

Administration

- Completed implementation of a new financial/procurement/human resources management system, ITD Advantage
- Completed the Information Technology transition
- Provided training to department employees
- Conducted 62 grant/contract reviews and four special/internal reviews
- · Developed and delivered a workforce symposium that identified trends and needs

The division provided oversight for and processed 3.4 million accounting transactions in 2006 and provided management and oversight on 2,400 projects. Through its Corporate IT (information technology) section, the division provided network communication and support for employee workstations and 112 county sheriff and assessor offices.

Human Resources personnel processed and paid 51,340 employee paychecks and completed nearly 18,700 personnel transactions. The division provided system and database administration for 115 software applications and processed 23,460 purchase orders and professional service agreements.

The Division of Administration participated in a number of partnerships to improve efficiency, including:

- Consolidation of mainframe operations at the State Controller's Office, providing cost, space and personnel savings and assuring continuity of operations in the event of a catastrophe
- Collaborated with the Ada County Highway District to install fiber-optic cable for high-speed data transfer between the transportation department's Headquarters, the Capitol Mall and the Idaho State Police
- Joined with the Division of Professional-Technical Education to teach the flagger certification classes to private contractor employees
- Signed a memorandum of understanding with the Idaho State Police on data backup and a Network Operations Center in Meridian
- Developed a partnership with the state Bureau of Homeland Security and Idaho State Police on Idaho Emergency Management Broadband Network

Aeronautics

- Provided airstrip liability relief
- Maintained the Idaho airstrip network stewardship
- Maintained the airstrip classification matrix
- Expanded public involvement in events related to aeronautics

The Division of Aeronautics participated in the improvement of 10 backcountry airstrips by adding fences and drainage systems, and by widening airstrips for improved safety. The division also conducted 10 safety and training seminars that reached 335 participants in 2006. A three-day aviation career opportunity workshop attracted 23 high school students.

During the past year, the division provided \$221,000 in matching funds to seven commercial airports in Idaho and 28 general aviation airports. It also provided \$280,000 to eight small community airports for improvements.

The FY 2008 Airport Grant program includes more than \$26 million in federal funds for commercial, general aviation and community airports, an additional \$1.3 million in local funds and \$641,000 in state funds, for a total program budget of more than \$28 million.

Highways

- Enhanced a statewide 511 Traveler Services system
- Implemented electronic bidding to provide faster, more accurate service to contractors bidding on construction projects
- · Implemented a context sensitive solutions approach throughout all agency functions
- Implemented a Safe Routes to Schools Program to ensure statewide application of resources from a new federal program
- Provided emergency road repair coordination and construction monitoring for the off-system road to Atlanta and assisted the Atlanta Highway District and Bureau of Homeland Security in restoring the access road
- Provided extensive community outreach for Moscow and Sandpoint to give citizens in both communities opportunities to participate in the decision-making process

The Division of Highways completed or began construction on four interstate projects and six U.S. highways in 2006. In addition, the division rehabilitated or reconstructed three rest areas, improved/rehabilitated 298 miles of pavement, completed 713 lane miles of seal coats and managed project development for approximately 1,400 highway projects.



The transportation department improved highway safety by adding 102 miles of rumble strips in 2006.

As safety improvements, the division added 102 miles of rumble strips and installed more than 75,000 feet of metal guardrail and 2,440 feet of concrete guardrails. The department invested \$14 million in the construction of eight new or replacement bridges and completed 34 bridge-improvement projects.

Pavement condition: More than a decade ago, the Idaho Transportation Board identified the condition of Idaho's highway surfaces as a major priority and began investing at least \$30 million annually for improvements. The results exceeded expectations and reached the goal of lowering the highway deficiency rate to 15 percent by 2004, two years ahead of schedule. As more of the state's roads near the end of their seven-year surface life span, the percentage of deficient pavement increased

slightly since reaching the target. Today, 20 percent of the highways are considered deficient, which emphasizes the need to continue improving surface conditions.

Critical bridges: Idaho's 1,761 bridges play a critical role in the transportation system and its service to commerce, agriculture and the traveling public. The transportation department set ambitious standards and has been engaged in a program to improve or replace state and local bridges that have been identified as "critical." Bridges generally are designed for a 50-year life expectancy, yet 339 of Idaho's bridges (19 percent) are older than 50 years. An additional 518 bridges (29 percent) will reach the half-century mark in the next 10 years.

The department will continue a schedule of improvements in 2007 that will help alleviate deficiencies on the 70 state and local bridges that have been identified as critical. The Statewide Transportation Improvement Program includes improvements to bridges that have weight, height and width restrictions.

Highway safety: The transportation department, in cooperation with other state and federal agencies and the private sector, launched a comprehensive drive to eliminate traffic deaths. The initiative began in 2005 with the Toward Zero Deaths summit, an assembly of partners committed to highway safety. The campaign continued in 2006 with an Idaho Safety Summit in Boise and formation of the Idaho Seat Belt Coalition by a broad-based independent group of state and community leaders, businesses and government and law enforcement agencies.

The premise behind those efforts is a belief that a single death on Idaho's highways and roads is one death too many. In its campaign for life, the department set a goal to reduce the five-year highway fatality rate to 1.80 per 100 million miles traveled. The fatality rate declined slightly to 1.84 per 100 million miles in 2005 from 2.0 during the benchmark year of 2002.



Reconstruction of historic Rainbow Bridge began in 2006 to help alleviate width restrictions on the bridge over the Payette River.

Idaho's rate of 1.84 per 100 million miles remains significantly higher than the national average, estimated to be 1.46 in 2005. An increasing number of Idaho motorists travel while buckled in seat belts – the average observed usage rate in 2005 was 76 percent, a 2-percent improvement from the previous year. The national average is 82 percent.

- The number of fatalities increased 6 percent between 2004 and 2005, from 260 to 275.
- · More than 36 percent of the motor vehicle fatalities were the result of impaired (alcohol or drugs) driving.
- Idaho's fatality rate has declined since the benchmark year of 2002 when there were 2.0 per 100 million miles traveled.
- Forty percent of the motor vehicle occupants killed in Idaho in 2005 were not wearing seat belts; an estimated 63 lives would have been saved had they been properly restrained in seat belts.
- · Aggressive driving was a contributing factor in 55 percent of the motor vehicle collisions in 2005.
- Youthful drivers, between the ages of 15 and 19, are disproportionately involved in motor vehicle crashes. They were involved in 2.5 times as many fatal and injury collisions, and were 2.8 times as likely as all other drivers to be involved in a fatal/injury crash.
- Motor vehicle crashes claimed nine pedestrians and three bicyclists in 2005.
- More than 50 percent of all motorcycle collisions involved a single motorcycle; 26 motorcyclists were killed in 2005.

To address safety concerns on Idaho highways, the transportation department partnered with the Idaho State Police, the Federal Highway Administration and the National Highway Traffic Safety Administration to create a far-reaching highway safety plan. The emphasis is to reduce traffic fatalities to 248 or fewer by 2008 and to further reduce the number of deaths to 168 or fewer by year 2012 – a fatality rate of 1.0 or less.

Governor's Highway Safety Summit: Toward Zero Deaths Purpose:

- · Bring together leaders from around the state who have an interest in improving safety on Idaho's highways
- Educate constituencies on each other's interests, perspectives and programs
- Learn and discuss the state-of-the-art and current practices in highway safety
- Identify ways that national, state and local organizations can work cooperatively to more effectively promote and improve Idaho highway safety

Expected outcome:

• Draft the framework for a comprehensive highway safety plan for Idaho that includes all national, state and local stakeholders

Highway Construction:

The Idaho Transportation Department invested in the transportation system through new and ongoing construction projects in 2006 to meet the demands of a rapidly growing population and economy. Despite rapidly increasing costs for materials such as concrete, asphalt, steel and oil, construction projects improved travel conditions in every region of the state.

2006 Construction Achievements

Projects completed

- Interstate 15, Sunnyside Interchange, Idaho Falls: Construction of a new interchange, Snake River bridge and five-lane connecting road, providing southern access to Idaho Falls; \$21 million
- I-84, Karcher Interchange, Nampa: Construction of a new diamond interchange, westbound loop, off-ramp, three major bridges and a connecting road to Nampa/Caldwell Boulevard and Idaho 55; \$32 million
- I-90, Government Way Bridge: Reconstruction of the Government Way Bridge over I-90 in Coeur d'Alene; replaced existing 47-year-old structure; provided additional width for future expansion of the interstate; \$2.7 million
- U.S. 91, Preston to the Utah state line: Reconstruction/expansion of eight miles of highway to four lanes with a median; providing four lanes to Brigham City, Utah; \$21 million
- U.S. 93, Twin Falls Alternate Route, Phase 1: Reconstruction of the highway from Washington Street to Blue Lakes Boulevard in Twin Falls; first of a two-stage project to build six travel lanes with a raised, landscaped median; \$18.8 million
- U.S. 93, Tom Cat Hill, East: Reconstruction/rehabilitation of a nine-mile segment of highway; \$6.4 million
- U.S. 95, Electrical Substation to Smith Creek: Reconstruction of 6.5 miles of highway north of Potlatch; includes turn lanes, new truck climbing lane, cross drains, livestock passages; \$11.6 million
- U.S. 95, Thorn Creek to Genesee: Construction of a four-lane, 6.8-mile divided highway between Moscow and Genesee; \$17.2 million
- U.S. 95, Moyie River Bridge, near Eastport: Bridge replacement; \$2.3 million
- Idaho 33, Canyon Creek Bridge east of Newdale: Bridge replacement; \$4.3 million
- Idaho 87, Henry's Lake Fish Passages: Replacement of culverts on Howard and Targhee creeks at the junctions with U.S. 20 as part of new bridge construction over Targhee Creek; new culverts improved fish passage of renowned Yellowstone Cutthroat trout and other species; \$1.8 million
- Idaho 200, Kootenai Cutoff Road intersection, Sandpoint; \$1 million



Construction concluded on U.S. 91, replacing a two-lane highway with a five-lane highway in Preston and a four-lane divided highway to the Idaho-Utah state line.

Projects started:

- I-84, Franklin Interchange, Caldwell: Replacement of the existing interchange with wider, six-lane bridge over the interstate and dual left-turn lanes, improvement and widening of four interchange ramps, widening of Franklin Road between the overpass and Specht Avenue; \$25 million
- U.S. 30, Topaz to Lava Hot Springs: Connecting Idaho project widening 3.5 miles of U.S. 30 west of Lava Hot Springs to four lanes with center turn lanes, enhancement of the Portneuf River wetland near Price Road; \$32.3 million
- U.S. 95, Milepost 536 to the Canada border: Realignment and widening of 2.5 miles of two-lane highway, construction of a railroad overpass and elimination of an at-grade railroad crossing; \$12.9 million
- U.S. 95, Long Bridge Pedestrian Underpass: Construction of a bicycle/pedestrian underpass at the south end of the bridge; \$318,000

Projects continuing:

- I-84, Blacks Creek Rest Area, 10 miles east of Boise: Reconstruction of rest areas for eastbound and westbound traffic on I-84, about 10 miles east of Boise; landscaping, well reconstruction and rest area amenities; \$10.2 million
- I-15, Clark Street Bridge: Reconstruction/replacement of the Clark Street Bridge on I-15 in Pocatello; enables expansion of Clark Street to seven lanes; \$6 million; anticipated completion, 2007
- U.S. 89, Home Canyon to East of the Narrows, Bishoff Canyon: Reconstruction/realignment; construction of retaining walls; replacement of three bridges; \$8 million; anticipated completion, 2007
- U.S. 95, Genesee to top of the Lewiston Hill: Construction/expansion of an eight-mile segment of highway to four lanes with median; \$32.8 million; anticipated completion, 2007
- U.S. 95, Setters to Bellgrove, Phase I: Reconstruction/realignment of a four-mile segment of highway from Setters to Bellgrove south of Coeur d'Alene; \$17 million; anticipated completion, 2007
- U.S. 95, Setters to Bellgrove, Phase 2: Realignment of a four-mile segment of highway; includes a new bridge over the Lake Creek drainage and a four-lane divided highway; \$34.7 million; anticipated completion, 2007

Unexpected repairs:

During the normal course of operating a highway system, unusual demands occasionally surface, often the result of nature. Although response to those natural calamities is immediate, a permanent solution may take a long-term approach.

Transportation crews closed U.S. 2 near the west city limits of Sandpoint in January after a portion of the roadbed collapsed because of saturated substructure. Crews worked with local government agencies and a utility company to secure the area, and replaced an old culvert system beneath the road with two 48-inch culverts and a 36-inch culvert.



U.S. 2 required emergency repairs after a section of the roadway collapsed.

A similar collapse in the opposite corner of Idaho between Soda Springs and Freedom, Wyoming, forced the temporary closure of a segment of Idaho 34. Crews responded by installing a large drain pipe on the slope above the highway to redirect surface runoff away from the slide and widened the highway on the uphill side to provide a driving surface.

Heavy rain north of Rainbow Bridge on Idaho 55 brought a boulder the size of a compact car cascading down an embankment and onto the highway. The massive rock was broken into smaller pieces for removal. Although a traffic lane was blocked temporarily, the boulder fell without hitting a vehicle on the heavily traveled route.

Engaging partners:

Project planning, design and implementation often requires a collaborative approach, and increasingly the transportation department involves other stakeholders in the process. A number of partners contributed to the success of projects in 2006, from improved riparian areas and fish passage to safer highway turn lanes and enhanced transportation corridors.

Among the partners and projects undertaken in 2006 were:

- Ada County Highway District, Idaho State Police, State Communications Center, and others: Planning for a regional traffic operations center in the Treasure Valley
- Idaho Department of Fish and Game and Nez Perce County: Myrtle Turn bays built left- and right-turn bays into a relocated approach from U.S. 12
- Nez Perce Tribe: Gilbert Grade, gravel resurfacing project on Idaho 7
- Idaho Department of Correction Inmate Labor Program, Wal-Mart, and the city of Ponderay: Wayside Corner, intersection expansion and reconstruction
- Cities of Coeur d'Alene and Hayden: Government Way corridor, expansion to relieve congestion on U.S. 95
- Glenns Ferry Highway District: Shared sanding material site near Hill City on U.S. 20
- Snake River and Sho-Ban School districts: Safer bus pullouts on U.S. 91 and Idaho 39
- Hess Pumice: Reconstructed a railroad crossing on Idaho 38 in Malad
- Bonneville County and Andrus Trucking: Turn lane and acceleration lane at Exit 113 on I-15
- City of Rexburg, Madison County and Valleywide Co-op: Mother Hibbard's Intersection, geometrics of intersection, addition of continuous turn lanes and installation of traffic signals at the intersection

Motor Vehicles

- Expanded online registration renewal services
- Deployed an automated driver licensing knowledge testing system
- Expanded Web-based services
- Introduced an audio-visual presentation that explains commercial driver's license requirements for hazardous materials endorsements

- Unveiled new Basque and Technology specialized license plates and three new options of the Collegiate license plate for Northwest Nazarene University, Albertson College of Idaho and Brigham Young University Idaho
- Initiated the DMV Modernization project

The transportation department's Division of Motor Vehicles comes into contact with more Idahoans daily than any other state agency through licensing, titling and registration services. In 2006, the division processed 1.6 million vehicle registrations and 690,000 vehicle titles, processed 344,000 driver's licenses, and registered 50,000 commercial vehicles. Through its 13 ports of entry, the DMV weighed 2.7 million vehicles.

Delivery of those services becomes increasingly difficult because of an aging computer system that connects the DMV's central office with Idaho's 44 counties. The division took a major step in addressing the system's technology deficiencies by outlining a new DMV Modernization plan in 2006. To be accomplished over approximately seven years, the major investment will improve data processing, provide increased security and position the state to begin meeting provisions of the federal Real-ID Act when requirements are announced.

The modernization project began with the introduction of a new computer-based knowledge test option for individuals applying for a driver's license. DMV installed electronic kiosks at 19 locations in 2006 and anticipates installing more than 250 other kiosks at 80 additional sites in the spring of 2007, funded primarily by grants from the Federal Motor Carrier Safety Administration and the federal Department of Homeland Security.

DMV also supported legislation that changed some requirements of Idaho law related to salvaged vehicles. The changes that went into effect July 1 remove the age and value exemptions for older salvage vehicles and requirements that all vehicles deemed a total loss by an owner or insurance company be reported and issued a salvage certificate.

Planning and Programming

- Created the Long-range Capital Improvement and Preservation Program, a long-range planning tool for project development, also known as "Horizons in Transportation"
- · Received funding grants for eight of the 10 Scenic Byway projects submitted to the Federal Highway Administration
- · Revised and improved the format for the annual Statewide Transportation Improvement Program publication
- Expanded the congestion management partnership
- Expanded the transportation department's data collection
- Recovered \$200,000 in unspent research funds

The Division of Planning and Programming assesses and analyzes approximately 12,000 lane miles of roadways on the state transportation system. In 2006, traffic analysts counted 750 million vehicle trips using portable and permanent counters to determine traffic flow and levels of congestion.

The division manages a project-tracking system for 2,500 transportation projects in Idaho and meets Federal Highway Administration and Federal Transit Administration requirements for producing the annual Statewide Transportation Improvement Program, a five-year plan that prioritizes projects for the divisions of Highways, Aeronautics and Public Transportation.

Matt Moore, who was named manager of the department's new full-time research program in early 2005, was chosen administrator of the division in December 2006, succeeding Charles Rountree who retired. Moore was instrumental as co-manager of the transportation department's visioning process in identifying and articulating a 30-year transportation vision for Idaho.

The division revised and produced, under the leadership of bicycle coordinator Mark McNeese, a customized bicycle safety manual that emphasizes safe operation on Idaho highways. The book helps cyclists ride safer and get more enjoyment from their travels while sharing the road with motor vehicles. It also outlines Idaho laws that apply specifically to operating bicycles on Idaho highways.

Public Transportation

- Successfully completed a state management review by the Federal Transit Administration (FTA)
- Provided safety and emergency preparedness training to the state's FTA grantees in the rural program
- · Began implementation of new federal requirements included in the federal transportation bill, SAFETEA-LU
- Collaborated in preparing a transit plan for Valley and Adams counties
- Passed a rural drug and alcohol program audit by FTA

The Division of Public Transportation contracted with one of the nation's leading trainers to conduct threat and vulnerability assessments of public transportation providers in Idaho. Training sessions were offered from Bonners Ferry to Pocatello and helped public transportation providers recognize vulnerabilities to man-caused and natural threats.

Working collaboratively with Valley Transit of Lewiston and Moscow, the division helped to expand transportation options between the two cities. Moscow Valley Transit launched a new route schedule to complement its free intra-city route. Ridership within the city increased from approximately 42,000 in 2004 to nearly 71,000 in 2005, or about 68 percent.

The division also processed and awarded \$4.9 million in the form of 34 grants to public transportation providers. It conducted 136 site visits and vehicle inspections; conducted 14 needs assessments of computer dispatching, accounting and monitoring systems for rural providers; provided oversight for the purchase of 25 vehicles to meet federal procurement standards and participated in more than 30 outreach meetings to promote transit in local communities.

It also monitored the safety and use of 255 public transportation vehicles, funded 14 rural service providers in 29 counties, funded five metropolitan planning areas and provided technical assistance to 70 senior citizen centers.

AWARDS

Special recognition and honors from professional organizations validate the Idaho Transportation Department's commitment to quality in both products and services. In the past year, the department and its employees received or presented more than 20 professional awards for service to the citizens of Idaho. Among the honors were seven national awards and special recognitions.

National

- National Highway Traffic Safety Administration (Pacific Northwest Region): Margaret Goertz, ITD Headquarters, certificate for assisting the Alaska DOT with financial management
- · National Society of Professional Engineers: Steven Loop, Headquarters, Materials Section, 2005 Fellow Award
- American Concrete Pavement Association: District 4, I-84 Glenns Ferry to King Hill, in the Divided Highways-Rural in the National Pavement Awards Program for Excellence in Concrete Pavement
- American Council of Engineering Companies (ACEC): District 6, GeoEngineers, Inc., ACEC of Idaho Engineering Excellence Award for Idaho 87 fish passage bridge project
- National Federation of Press Women: Annual Report, Cathy Koon, report to district legislators
- National Transportation Public Affairs Workshop: Internal Video PSA, 511 Traveler Services campaign, 30-second television spot, first place
- · AAMVA: Lifetime Achievement Award, former Idaho Division of Motor Vehicles manager Moe Detmar

Idaho

- · Idaho Society of Professional Land Surveyors: Rayce Ruiz, District 6, Professional Land Surveyor of the Year
- Idaho Division of Tourism: Idaho Visitor Center of the Year, Idaho Transportation Department and the Clearwater National Forest, Lolo Pass Visitor Center & Rest Area,
- Idaho Transportation Department: Larry Beitlich, District 2, Outstanding Achievement in the Disadvantaged Business Enterprise program
- Idaho Transportation Department: Richard Holmes, District 5, Outstanding Achievement in the Disadvantaged Business Enterprise program
- Idaho Transportation Department: Norm Rudolph, Idaho Sand and Gravel of Nampa, Outstanding Achievement in the Disadvantaged Business Enterprise program
- Idaho Transportation Department: Cheri Hall, Amerigo Co., Pocatello, Outstanding Achievement in the Disadvantaged Business Enterprise program
- Idaho Transportation Department: Greg Munden, District 1, ITD Maintenance Person of the Year
- · Idaho Transportation Department: District 6 Safety Team, ITD Safety Person of the Year
- Idaho Press Club: Internal newsletters, The Transporter, first place, public relations division
- · Idaho Press Club: Publicity campaign, 511 Traveler Services, first place, public relations division
- Idaho Press Club: ITD Annual Report, Publications, Annual Report, second place, public relations division
- Idaho Press Club: Feature writing, ITD Public Affairs Office, second place, public relations division
- · Idaho Press Club: News releases, third place, public relations division
- · Idaho Press Club: Media campaign, Connecting Idaho bill signing tour, third place, public relations division
- State of Idaho Employee Recognition Award: Efficiency/innovation award, Jerry Brown, District 1, manufacturing of snow plow component

State of Idaho - Idaho Transportation Department State Highway Fund

Cash Balance - July 1, 2005			\$25,675,798
Receipts			
Transfer From Highway Distribution Account	178,942,147		
Miscellaneous Receipts	40,803,339		
Total State Receipts	219,745,486		
Federal Aid	263,030,578		
Transfers In	60,038		
City & County Contributions	2,471,915		
Total Receipts		485,308,017	
Disbursements			
Expenditures	489,397,849		
Transfers Out	109,300		
Total Disbursements		489,507,149	
Net Change in Cash Balance			(4,199,132)
Cash Balance - June 30, 2006			\$21,476,666

Supplemental Information

Ending Cash Balance - June 30, 2006			\$21,476,666
Long Term Investment Account Balance - July 1, 2005	46,140,620		
Less: Partial Redemption - Long Term Investment Acct	(17,189,568)		
Interest Earned on Long Term Investment Account	2,027,231		
Long Term Investment Account Balance - June 30, 2006			30,978,283
Receivables			9,476,166
Total Cash, Investments & Receivables - June 30, 2006			\$61,931,115
Encumbrances & Obligations			
Outstanding Encumbrances		(11,861,061)	
ST Program Obligations	37,378,882		
State Match on Federal Program Obligations	4,208,532		
Rural Secondary Exchange/Material Source Prog	843,800		
Total State Funds for Highway Program Obligations		(42,431,214)	
Total Encumbrances & Obligations as of June 30, 2006			(54,292,275)
Liabilities			
Sales Tax Liability	147,764		
Deferred Revenue	5,079,999		
Deposits from Locals	65,520		
Contractor Retained %	1,792,182		
Total Liabilities			(7,085,465)
Net Resources Available - June 30, 2006			\$553,375

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